

Message

From: brian.fitzgerald@daimler.com [brian.fitzgerald@daimler.com]
Sent: 3/20/2013 5:47:11 PM
To: IUVP-Failures [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=8a876d5a1747462081071bee1bf25440-IUVP-Failures]; Ball, Joel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=92af2ab6f5274bc597249d04358ef25f-Ball, Joel]; Pidgeon, Bill [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=Dfa739a206f04aaea55fabad6939dd01-Pidgeon, Bill]; jocain@arb.ca.gov; nbenedic@arb.ca.gov
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Subject: Correction to two previously reported In-Use verification failures

We are writing to inform you of a correction to two previously reported In-Use verification failures. These were both incorrectly reported to the EPA and ARB as failures.

- 1) High Altitude testing of Test Group 8MBXT03.0B10 MY 2008 GL320 Bluetec : Date of Notification Feb 19, 2013

REASON: We referenced the incorrect emissions standard for interim Tier 2 Bin 10 NOx for High Altitude in our results template. The vehicle passed the applicable standards.

- 2) Test Group CMBXT03.0U2A MY 2013 ML 350 BlueTec : Date of Notification March 11, 2013

REASON:: During the vehicle initial drain and fill procedure we inadvertently partially unseated an engine sensor that did not allow for dosing of the SCR. Upon reseating the connector the system dosed correctly and the resulting emissions were below the applicable standard.

Best regards
Brian

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